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8-77-02  
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) **Before the Examiner**

) Not assigned

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**Group Art Unit 1764**

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## **PRELIMINARY AMENDMENT**

**Please amend the above-identified application as follows:**

**In the specification:**

At page 6, paragraph 0020, line 9, please replace the paragraph with the following rewritten paragraph:

Figure 3 are graphs of B burn rate and heat release rate that compares burn curves for iso-octane and one fuel of the invention.

At page 16, paragraph 0054, line 6, please replace the paragraph with the following rewritten paragraph:

Figure 7 shows the burn curves for DF-1 and LFG-2B at identical injection and spark advance timings of Spark Timing: 23 degrees BTDC, Injection Timing: 54 degrees BTDC. As can be seen, the burn curve for Fuel DF-1 shows two states of heat release. This heat release behavior is indicative of multipoint autoignition that occurs with the lower octane fuels. Even though the overall average burn rate for these fuels is comparable, both fuels being relatively high in burn rate, the data showing higher efficiency and lower emissions demonstrate the importance of maintaining low RON to get the benefits of autoignition.

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JAN 15 2002

TC 1700  
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DEC 1 8 1964

DEC 18 2007

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